BULLETIN: 27020-R

PROBLEM Solver™ BULLETIN

Premature Lower Ball Joint Failure

General Motors S-10 (T) Series Light Trucks and SUVs

www.moogproblemsolver.com

PROBLEM:

Lower ball joints experiencing premature wear

Today's SUVs and light trucks are equipped with large wheel and tire assemblies that result in taller ride heights. This raises the vehicle's center of gravity, creating high lateral loads in turns. The high loads are transferred into the ball joints, causing radial deflection (sideways "play" or movement), stress and wear on bearing surfaces.

OE TWO-PIECE STUD INCREASES DEFLECTION

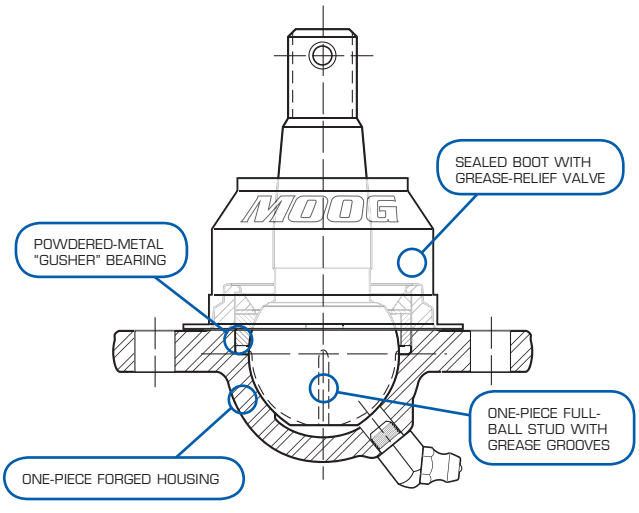
OE TWO-PIECE STAMPED STEEL HOUSING SEAL CAN FAIL, ALLOWING INTRUSION/CONTAMINATION

Year	Make/Model	Part Number
1995-1996	Chevrolet Blazer, GMC Jimmy	K5289
1984-1994	Chevrolet S10 Blazer, GMC S15 Jimmy	
1984-1996	Chevrolet S10 Pickup	
1984-1990	GMC S15 Pickup	
1991-1996	GMC Sonoma	
1991	GMC Syclone	
1992-1993	GMC Typhoon	
1991-1996	Oldsmobile Bravada	
1997-2005	Chevrolet Blazer 4WD	K5335
1997-2003	Chevrolet S10 Pickup 4WD, GMC Sonoma 4WD	
1997-2001	GMC Jimmy 4WD, Oldsmobile Bravada 4WD	
1998-2001	GMC Envoy 4WD	
2004	Chevrolet S10 Pickup Crew Cab 4WD	

SOLUTION:

MOOG® K5289/K5335 Lower Ball Joint

- Features a newly designed forged housing with superior fine-grain metallurgical structure for additional strength and durability.
- NASCAR®-proven split-bearing technology eliminates excessive radial deflection often experienced with high lateral loads. The ball joint assembly maintains maximum ball-to-bearing contact for greater load-carrying capability.
- Belleville washer preload provides lower stud articulation torque with minimal axial clearance.
- Hardened powdered-metal bearings and a hardened full-ball stud with grease grooves provide the most durable wear surface available, for extended service life.
- A flange style sealed boot equipped with a special grease-relief valve keeps contamination out and provides a serviceable, sealed environment.



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THE PROBLEM SOLVER™

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